

The Hong Kong Telegraph.

No. 96.]

HONGKONG, TUESDAY, OCTOBER 4TH, 1881.

[PRICE—\$16 PER ANNUM.

Shipping.

For SYDNEY AND MELBOURNE.

Taking through Cargo for Queensland Ports and New Zealand.

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY'S STEAMER "CATTERTHUN," will be despatched as above on or about the 18th October.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th September, 1881.

FOR SAN FRANCISCO.

THE 100 RT British Steamship "CASCAPIA,"

W. A. Fraser, Master, will load for the above port, and will have quick despatch.

For Freight, or Passage apply to RUSSELL & Co.

Hongkong, September 26th, 1881.

Intimations.

NOTICE.

GOODS received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt.

J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

TO LET,
Immediate Possession,
TOP FLOOR of No. 8, Queen's Road Central (above Mr. NOBLE'S).
J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS
AND JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.
CHRONOMETER, WATCH, AND CLOCK-MAKERS,

Jewellers, Silver-smiths, and Opticians.

Charts and Books.
Nautical Instruments.

Sole Agents
for Louis Audemars' Watches;
awarded the highest Prizes at every Exhibition;

and for Voigtländer and Sohn's Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE LONDON AERATED WATERS,
AND GENERAL AGENTS
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William Schmidt & Co.
GUNMAKERS, &c.
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

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Sporting Arms and Ammunition always on hand.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.
Good accommodation for Visitors, English & American Billiards.
Tiffin at One o'clock.

Dinner at 7.30.
This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK,
Proprietor.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

The 8th instant, at Noon, on board the Steamer now lying off Yow-Ma-Ti, the Hull, Sheathing Metal, and Boilers of the steamer "KINSHAN" in one lot.

Also a lot of OLD MACHINERY ex steamer *Poyang*, which can be seen in the Hongkong Canton, and Macao Steamboat Company's Godown at Wan-chai.

TERMS:—Cash on the fall of the hammer. The lots to be at Purchaser's risk on the fall of the hammer.

A steam launch will convey intending purchasers from the Company's Wharf to the Steamer at 11.45 am, on the day of Sale.

H. N. MOYD,

Auctioneer.

Hongkong, 1st October, 1881.

Intimations.



SEALED TENDERS will be received by the Undersigned on or before MONDAY, the 2nd instant, at Noon, for the building of a TORPEDO MOORING STEAMER and a Wooden TORPEDO LIGHTER (including machinery), according to Specifications and Conditions, which can be seen on application to the Naval Storekeeper's Office.

The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.

E. B. JOREY,
Naval Storekeeper.
H.M. Naval Yard, Hongkong.
3rd October, 1881.

V. R.
GOVERNMENT NOTIFICATION.
No. 212.

SALE OF THE OPIUM FARM.

Notice is hereby given, that TENDERS for the PRIVILEGE of PREPARING and SELLING PREPARED OPIUM within the Colony for the term of ONE, TWO, or THREE YEARS from the 1st of March, 1882, under the provisions of Ordinance No. 2 of 1853, No. 1 of 1859, and No. 7 of 1879, will be received at this Office until Noon on MONDAY, the 24th October, 1881.

Each Tender should specify the monthly payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender. Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By His Excellency's Command,
M. S. TONNOCHY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th August, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

LE CERCLE-TRANSPORTS.

SOCIETÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS' Merchant Navy.

Navy Boiled CANVAS.
Long Flax
Crown

ARNHOLD KARBERG & Co.
Hongkong, 15th June, 1881.

O. L. THEVENIN.

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.

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QUEEN'S-ROAD CENTRAL.

For Sale.

SAYLE & CO.'S SHOWROOMS.

Autumn and Winter Fashions.

SAYLE & Co. will make their

FIRST SHOW ON TUESDAY NEXT, OCTOBER 4TH, and following days.

Parisian and English Novelties in all Departments.

Dresses,

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Millinery,

Ribbons,

Mantles,

Laces,

Satin,

Hats,

Silks,

Kid Gloves,

French and English Boots and Shoes, &c., &c.

N.B.—The DRESSMAKING DEPARTMENT is now in full working order, under competent EUROPEAN SUPERVISION.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 30th September, 1881.

KELLY & WALSH'S

CHEAP AND LIGHT LITERATURE.

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins.

Second Thoughts, by Rhoda Broughton.

Mary Marston, by Geo. Macdonald.

COUNTESS of Bonneval, by Lady Fulerton.

From the Wings, by B. H. Burton.

A Confidential Agent, by Jas. Payn.

He that will not when he may, by Mrs. Oliphant.

Lynn Litton.

Asphodel, by Miss Braddon.

Dr. Wortle's School, by A. Trollope.

New Novels at 75 cents.

Moths, by Ouida.

Lord Beaconsfield's Novels.

A Tangled Skein, by the Author of Fifty Encounters.

Ready Money Martiboy Series of Novels.

The Capel Girls, by Ed. A. Garrett.

High Spirits, by James Payn.

A Pin's Wedding, by R. M. Johnson.

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Useful Hand Books, 50 cents. each.

Familiar French Quotations.

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Bible Truths with Shaksperian Parallels.

Dictionary of Blunders.

The Secretary's Assistant.

Plutarch's Lives.

Price list on application.

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WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. & c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHARTREUSE, CURACOA, MARASCHINO.

Price list on application.

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H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

NO. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,

Is now showing a large and well selected Stock of Black and Blue BROADS and DOESKINS.

VIENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

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ELYSIANS, French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

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Importers of WATCHES,
CLOCKS, MUSICAL BOXES, MARINE
and EYE GLASSES, in great
varieties, and General Goods.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz :
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS RESTITUTED,
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Prompt Attention given to Coast
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HONGKONG DISPENSARY.
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SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHEW.

Notices to Subscribers.
All communications should be addressed to the
Editor "Hongkong Telegraph," 15, Wellington
Street.

All letters for publication must be written on one
side of the paper only.

Correspondents are requested to forward their
names and addresses with all communications intended
for insertion, not necessarily for publication,
but as evidence of good faith.

Notices to Correspondents.
Subscribers who do not receive their newspapers
within thirty-five minutes after the time of publication
will oblige by communicating with the Editor.
Domestic Notices, if properly authenticated, will
be inserted free of charge.

Notice to Advertisers.
Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
countermanded.

THE Hongkong Telegraph.

HONGKONG, 4TH OCTOBER, 1881.

THE compilation of a few statistical and other particulars, recently published in pamphlet form by Mr. R. G. Alford, under the title, "A Report on the Best Motive Power for Street Tramways in the East," is an exceedingly feeble attempt at professional authorship. Mr. Alford is one of the professional gentlemen connected with the proposed Hongkong Tramways Company, but whether he holds his position as a representative of the proposal favoured by the Hon. F. Bulkeley Johnson, or as an advocate and adherent of that other scheme which, in spite of the bombastic eloquence of the Hon. Ng Choy strongly favouring independent opposition, was so remorselessly nipped in the bud, we are unable to state authoritatively. We have, however, the authority of the *Daily Press* for asserting that the claims of the professional gentlemen who had differed so greatly when in opposition were satisfactorily adjusted after the amalgamation of conflicting interests, so that Mr. Alford's official connection with the Tramway Company may safely be taken for granted.

Mr. Alford, who is an Assoc. M. Inst., C.E., is also Agent in China for the Beaumont Compressed Air Locomotive Company, Limited. Possibly Mr. R. G. Alford had some aim in view when he published, ostensibly for the information of the public, a few extracts from letters and newspapers in the form of a report bearing on the subject of motive powers for street tramways, although we must own that we do not care to admit that the object of publication is altogether self-evident. As agent for the Beaumont Compressed Air Locomotive Company, Limited, Mr. Alford's motive in completely extinguishing, on paper, the claims of the steel wire rope, steam engine, and pneumatic car and engine combined systems is perfectly comprehensible; but it is difficult to understand on what grounds, either as Agent for the Compressed Air Company or as surveyor or engineer for the proposed Tramways Company, he should have so thoroughly demolished the prospects, so far as Hongkong is concerned, of his own

Agency, and so clearly, although unwittingly, demonstrated that pony traction is the only possible motive power for our proposed tramways, which may practically be taken to mean that the whole scheme is as impracticable from a business point of view as it is unnecessary for the requirements of the colony.

According to Mr. Alford, the subject of the motive power best fitted for the working of tramways is one which is now occupying much attention in England, where the employment of mechanical power in place of horse traction is as yet a novelty. As a matter of fact, steam tramways have been running for some considerable time in several large towns in the United Kingdom, such as Bristol, Leeds, Glasgow, and Edinburgh, and they have not achieved, either as a financial speculation or as a boon to the public, anything like the success that was anticipated. They are exceedingly expensive in running, and altogether unsuited for the crowded thoroughfares of populous cities.

When enquiries from Hongkong were first instituted a year ago, friends from various parts of the world are said to have warned the inquirers against horse traction. In Bombay it appears the horses used in the cars wear sun-hats; but even this protection does not prevent some of them from dying, and in Batavia the same result has obtained.

We are not acquainted with the conditions of tramway work either in Bombay or Batavia, but we do know that in England, where the work it may be noted is twice as severe as would be the case in Hongkong, the horses occasionally die from over exertion as well as from the other ills to which horse-flesh is heir to, and nothing else could be looked for. In the face of the practical experience for many years of the Metropolitan Tramway Companies, Mr. Alford's assertion, on the authority of some one whose name is not given, that "the employment of horses on tramways is a misfit and a *barbarism*" is simply childish, and what are supposed to be his arguments against pony traction for the proposed Hongkong line are really not worth alluding to.

The following passage is amusing if nothing else; and we reproduce it for the purpose of showing the public what we must frankly own is to us quite a new style of scientific argument:

Some interesting calculations have lately been made on this subject by a gentleman in Hongkong, from which he argues that if resistance both to starting and traction be so great the expense of providing the power for carriage of passengers per head will be greater on any kind of tramways than can be provided by coolie labour in the drawing of jinrikishaws. The latter vehicles are now run for Chinese at a speed of 7 or 8 miles an hour for a charge of 5 cents for 2 miles, or 1½d. per mile per head. There being no other charge contingent but the cost of the vehicle and its licence (which is very small,) this sum represents little more than the cost of traction only. But as the average number of passengers per mile anticipated for our Hongkong tramcars is 7 (according to home rule in large towns), and the expense of traction 5d. to 6d. per mile for horses (when owned) and 3d. or 4d. per mile for steam or compressed air locomotives (when purchased), the cost per head may by mechanical appliance be made almost one-half that of the rickshaws; for 7 persons are carried in a tramcar for 3d. to 4d. a mile, or say ½d. each, against one in a jinrikshaw for 1½d. Nevertheless, the comparison is not an uninteresting one, the cheapness of coolie labour introducing in China a feature not found in European countries.

The seven-passenger per mile anticipated for our Hongkong tramcars, and the ridiculous and altogether unsupported assertion that the cost of running by mechanical appliance can be made almost one half of that of rickshaws, will only provoke a smile from those who have the slightest practical acquaintance with

the subject. Again what will any sensible person think of the following paragraph:—

"It is calculated that our proposed Tramways (3.57 miles long) in Hongkong from end to end of the town will cost \$45,901 per annum to work with compressed air locomotives against probable gross returns of \$64,415. These engines when purchased are run at four pence per mile against sixpence three farthings for horses, and as it is highly probable that our Hongkong tram will be a losing concern if we use the animal power, the question is far more important here than at home."

It would be interesting to know on what basis the "probable gross returns of \$64,415 per annum" are made out; however, Mr. Alford may rest assured on one point, and that is, that with compressed air locomotives, equally with pony-traction, the Hongkong trams cannot fail to prove a losing concern.

It would only be waste of time wading through the whole of Mr. Alford's extracts, nor would it serve any useful end to detail how he smashes up, to his own apparent satisfaction, all the proposed systems excepting the one he is agent for. Full particulars of the advantages over other systems claimed by Beaumont's Pneumatic Locomotives are set out at length in the report, but we need only deal with the expense of this particular motive power. As

Mr. Alford fairly enough puts it, "are we sufficiently assured of the success of this invention to spend some \$33,000 to \$40,000 on providing engines of this type for our line?" The engines cost about £450 each, but a steam compressor suitable to charge eight or ten engines costs £2,150. The estimate of annual expenditure given is totally unreliable, as applied to Hongkong, and to quote it would only mislead. Mr. Alford considers that any comment from him on the information given in his report unnecessary. We think so too, although it does seem passing strange that an expert, officially connected with our tramway project, should decline to give his own opinion on a question of so much importance and with which he ought to be so well acquainted. We shall have faith in tramways for our colony when we see them; until then we are contented to be classed as non-believers.

THE restrictions which retard the development of mineral industry in China, and the action of the Chinese Government in regard to the recently announced mineral discoveries at Foochow, have created some measure of indignation in those new countries where celestial immigration is viewed unfavourably and concessions of equivalent rights and privileges to the yellow race is disputed by the white population.

The argument adduced in the countries adverted to apparently upsets, to some extent, the international law theory upon which the question hinged—at least, in respect to mining; for it is contested that Chinamen can neither claim nor expect in a foreign country a privilege from which they are debarred in their own native land. This is, admittedly, a principle of equity, but, to our view, it requires strong support, by fact and reason, before it can be utilised or practised. Briefly and finally—Does the privilege wanted detrimentally affect the interests of those who have to grant it? We will leave the discussion of the various aspects of this problem for solution for some future occasion.

THE principle which guides some of our local money-changers could not, perhaps, be better illustrated than by the following *bona fide* occurrence yesterday. A gentleman tendering a rupee for an article for which two shillings was wanted, was surprised to find his offer rejected, and a florin accepted without demur. An explanation revealed the strange fact that the rupee would only realize 4d

cents, while the florin would be good for 50 cents at the adjoining money-changing stall, where a reference was made to solve the difficulty. The scales were called into requisition, and the rupee outweighed the florin. The Chinaman was equal to the occasion, and ascribed the depreciation of the Indian coin to an inferior standard of silver. The rupee, it may be mentioned, weighs exactly 180 grains, and is coined with the same proportions of fine silver (37) and alloy (3) as the moneys issued from the Royal Mint.

LOCAL AND GENERAL.

We are informed by the Superintendent of the Eastern Extension Telegraph Company that the French mail steamer *Sainte* passed Cape St. James at 2.30 this morning.

Telegrams from the north of Africa state that the Arabs have twice defeated the Tunisians, capturing their artillery. The French reinforcements amounting to 30,000 men, recently despatched to the seat of war should soon make their influence felt in this miserable business.

The boisterous weather has rather upset Dock arrangements. The *Hungaria* has been prevented from going to Aberdeen, but will dock, weather permitting, this evening. The *Cascapedia* is detained in the Cosmopolitan Dock, but is expected to get out this afternoon. The German barque *Flora* and the American barque *William Hale* are both booked, the one for Sam-shui-po, and the other for Kowloon, as soon as the gale moderates.

There would appear to be a good deal of difficulty in the settlement of the Anglo-French Treaty of Commerce. The British Government have at last made a definite resolve not to accede to the one-sided proposals of the French, and the stand they have taken has received the unanimous approval of the Press. A late telegram informs us that there has been another hitch in the negotiations, and in consequence the English delegates have returned to London to confer with the Government.

We hear that the case of Thirkell v. Pickwoad, which promised to be interesting, has been arranged to the satisfaction of the plaintiff, so that we shall hear nothing of it in Court. Mrs. Pickwoad pays to the plaintiff Taels 400 in settlement of his claim (of Tls. 462) and costs, and gives him a certificate that he has borne a good character while he has been in the office of the *North-China Daily News*; and that for 18 months he was in charge of the Editorial department of that paper.—*Courier*.

Sportsmen had a good time of it at the usual shooting grounds on the Canton River on Sunday last. One party of four, who patronised the vicinity of Deep Bay, bagged forty-two brace of snipe, besides a quantity of other birds, which must be considered a very satisfactory forenoon's work. At Castle Peak equally gratifying results were obtained, and it would appear that the snipe are more plentiful this season than has been the case for years. The shooting in the neighbourhood of Macao has also been first-class, but the excessive heat has proved a great drawback.

We understand that Captain Hopkins of the steamship *Rajahattianular* has been so much upset at our remarks referring to the repairs required by his vessel, that he has been vowed vengeance against us in grand style. We would recommend the worthy old gentleman to "keep his breath to cool his parritch with," as his rabid utterances are quite lost on us. The insignificant little craft with the long name is really not worth the attention the press has already bestowed on her, and had we not considered it necessary to show up the so-called "enterprise" of our local contemporaries, we should have allowed both steamer and skipper to "bloom unseen and waste their fragrance" in the wilds of Sam-shui-po. Since penning the above we hear that the *Rajahattianular* broke adrift from her moorings during the gale of yesterday, but fortunately sustained no damage. Some vessels appear to be constructed to become famous. This old box is one of them.

Troubles in Ireland would appear to be on the increase. We now learn by telegram from London, dated October 2nd, that rioting continues throughout the country.

The duties which an independent newspaper owe to the public are too obvious to require detailed mention. As representatives of public opinion heavy responsibilities devolve on the Press, to such an extent that the success and *status* of a journal may generally be fairly gauged by the confidence placed in its honour, impartiality, and good faith in fearlessly discharging the various duties which its constituency have a right to expect. The difficulties which beset the editor of a newspaper in this part of the world are occasionally of a very trying character. Items of news are occasionally furnished by outsiders for improper purposes; items which may be of sufficient general interest to warrant publication, but which the editor has no opportunity of verifying. This leads to one of the press abuses for which Hongkong has earned an unenviable notoriety. It is a frequent occurrence that the editorial columns of our local journals are made a medium by contemptible rascals for the gratification of mean petty spite. An instance of this has come under our notice in connection with our morning contemporary, the *Daily Press*, which we think will meet with general reprobation. Yesterday's issue appears the following paragraph:

"From Macao we hear that still another appeal, this time to Lisbon, has been taken in the Do Cercal case, which is therefore as far off a settlement as ever; the question which now presents itself is, whether, when all these protracted legal proceedings are terminated, there will be anything left to dispute about."

With reference to the above we are justified in stating that the first portion of the paragraph "From Macao we hear, &c." is a gross and scandalous perversion of truth. We ask the public, we ask the editor of the *Daily Press* to believe that the supposed news from Macao was written out of petty spite in Hongkong by a person who had previously threatened openly that he would use his influence in this way for an anything but commendable purpose.

We hear that the case of Thirkell v. Pickwoad, which promised to be interesting, has been arranged to the satisfaction of the plaintiff, so that we shall hear nothing of it in Court. Mrs. Pickwoad pays to the plaintiff Taels 400 in settlement of his claim (of Tls. 462) and costs, and gives him a certificate that he has borne a good character while he has been in the office of the *North-China Daily News*; and that for 18 months he was in charge of the Editorial department of that paper.—*Courier*.

FATL ACCIDENT AT MURRAY BARRACKS.

We regret to have to record a fatal accident which occurred at Murray Barracks this morning. About half past seven the roof of the Sergeants' Mess fell in with a great crash, instantaneously killing one coolie and injuring another. The cause of the accident would appear to have been the subsidence of a chimney, which, we understand, has been gradually and perceptibly falling in for some considerable time past. As it is the duty of the Royal Engineers to see that these buildings are kept in thorough repair, we cannot understand why a glaring instance like this could have been so neglected. It would be wise, we think, if the officers of the R.E. would see that their subordinates attended to more important matters than wasting valuable time, which might be much better employed in attending to useless bathing ponds which are constantly out of repair. The serious nature of the accident at Murray Barracks must not be judged altogether by actual results. That we have not

to deplore the loss of a large number of men, instead of one coolie, is merely a lucky chance. Had the roof fallen in a little later in the day, when the mess-rooms and canteen were open, the whole of the occupants of the building would most certainly have been killed or seriously injured. An inquest will be held to-morrow on the body of the unfortunate man who has lost his life, when it is to be hoped that the whole circumstances connected with the case will be closely inquired into.

THE NORTH-CHINA INSURANCE COMPANY.

The following is the Report for presentation at the seventh ordinary meeting of the shareholders, to be held at the offices of the Company, Shanghai, on Wednesday, the 12th instant, at 2.30 p.m.:

The directors have pleasure in presenting to the shareholders their report together with the audited accounts and balance sheet of the company for the half-year ended 30th June, 1881.

—1880.—Since the date of the last meeting the dividends then sanctioned have been paid, viz., Tls. 75 per share = Tls. 75,000, and 25 per cent return to the contributing shareholders = Tls. 275,818.92. The balance to the credit of this year as shown by the annexed accounts is Tls. 66,800.94, payments of claims since the 30th June amount to Tls. 11,304.72, leaving Tls. 55,496.22 representing the undivided profits, and it is hoped that salvages to be received will be sufficient to meet any further claims which may arise.

The directors propose, with the concurrence of the shareholders, to close the accounts for 1880 as soon as practicable, and would recommend that, of the sum then found available, one-third be placed to credit of the reserve fund and the remaining two-thirds be distributed as an additional bonus return in proportion to the premia contributed by the respective shareholders.

1881.—The business for the half-year under review is considered satisfactory, there being a balance to be carried forward from the working account of Tls. 413,688.18 to the credit of the Company.

RESERVE FUND.

The amount of this fund, it will be noticed, now stands at Tls. 238,600, after crediting it with Tls. 60,000 in accordance with the resolution passed at the last meeting.

DIRECTORS.

Mr. David Brand and Mr. A. G. Wood have been elected members of the court in the place of Mr. William Brand and Mr. A. McLeod resigned, which appointments require the confirmation of the shareholders.

HEAD OFFICE PREMISES.

The lease of the Company's premises having expired and renewal of the same being found impracticable, it was deemed expedient to secure the property by purchase, which it is hoped will meet with the approval of the shareholders; the cost thereof will appear in the accounts for the current half-year.

By order of the Court of Directors,
HERBERT S. MORRIS, Secretary.

FIGHT WITH PIRATES NEAR NINGPO.

The Ningpo correspondent of the *Shanghai Mercury*, writing recently to that journal, tells of a fight with a desperate band of pirates in which several lives were lost, including the captain of the Imperial gunboat *Cha-wo*. These frays are happily of rare occurrence in the present decade, but the story plainly shows that the spirit which was rampant in the days of Messrs. Mah-chow Wong, Sam Kwei, Eli Boggs & Co., many years ago in the South, still remains, if only in remnant form, in the North:

NINGPO, 27th September.

In my last I wrote you that a certain pirate Wang or chief had been making his presence unpleasantly felt in our neighbourhood recently, and I now write to report that the Chinese ram gun-vessel *Cha-wo*, together with several other gunboats and mandarin junks, have been engaged with these pirates, between the 1st and 25th instant, at and round about Tai-chow Bay; most of the fighting had to be done in boats as the water was so shallow. The gunboats lost about twelve men, they say, but, as usual, have, of course, killed scores of the pirates, from all accounts,

We very much regret that the gallant commander of the *Cha-wo* lost his life whilst pursuing the brigands to their fastnesses on land. His body, which had been lying in the long-boat of the *Cha-wo* for eleven days, was brought up to town this afternoon, and the Customs flag was lowered to half-mast. Captain Yeop-foo was a Cantonese, spoke English very well, and was much liked by all, both foreigners and natives, who know him here. The pirate chief is reported by two of his prisoners to have been wounded by a ball in the chin and knee. The *Cha-wo* and *Yuen-kai* have returned (not having completed their task at all) for reinforcements we must suppose, as they can hardly have run short of ammunition. It is a great pity, and I think a shame too, for them not to be able to polish off this ruffian and his band. There are not a few idle but bold hands in Shanghai who would, doubtless, be glad to have a brush with this gentleman for much less than \$5,000. The *Chu-Using* has not returned yet.

THE VICEROY OF INDIA.

The *Weekly Register* of August 13th gives an appreciative and authentic sketch of the Marquis of Ripon's career, the writer showing in many of its details a thorough acquaintance with his subject. This periodical, which now ranks as the organ of the Roman Catholic laity, has evidently come under the direction of an editor who must command the confidence of the influential classes of the community whose views he upholds, for there is a spirit of enterprise and improvement now visible in every page, while it is said that many of the contributions are from the pen of Cardinal Manning. The writer gives an account of Lord Ripon's family, and mentions that he is a descendant of John Hampden on his mother's side, and of Oliver Cromwell on his father's, the boy finding, nevertheless, a godfather in George IV., after whom he was named:

"The future Viceroy never went to school, but educated himself with the aid of tutors. A great reader, he has had the regret in taking office of necessarily curtailing the time once devoted to books. His mind early took a political bias, and he found his way into public life in 1849 as attaché to Sir Henry Ellis's special mission to Brussels. Three years later he entered Parliament for Hull as an advanced Liberal, and afterwards sat for Huddersfield and for the West Riding of Yorkshire. He first distinguished himself by the admirable manner in which he organised the Volunteer movement when Under-Secretary for War, under Lord Palmerston. Afterwards, while Secretary of State for India, he did equally good work, and gained experience of enormous value to him in the post he now holds. He served as President of the Council in Mr. Gladstone's Administration from 1868 to 1873. Lord Ripon's mission to Washington on the *Alabama* dispute during that period will be well remembered. It was not thought at the moment that the bargain struck with the United States Government was one very favourable to this country, but, as time has proved, it has bound England and America together in bonds of amity, which a pact more flattering to ourselves might have failed to do. Lord Ripon, though the heir to splendid titles and broad lands, was always proud of his position as a representative of the people; and when he was summoned to the Upper House as Earl of Ripon on the death of his father in 1859, he playfully complained that he had been disfranchised. In the same year he succeeded his uncle as Earl de Grey, and bore the double title of Earl de Grey and Ripon till he earned his Marquise in 1871. At that date he had been married exactly twenty years—his wife being Henrietta, eldest daughter of the late Mr. Henry Vyner. While in office Lord Ripon has been not a little aided in making his party popular by Lady Ripon, who was always a favourite with society, and few recent receptions have been more crowded with sympathetic guests than hers."

The fact that women who wed once and who are widowed are apt to wed again, only proves the force and the evil of habit.

LATEST COMMERCIAL INTELLIGENCE.

Tuesday, October 4th, 1881.
One o'clock P.M.

A fair amount of small transactions have been recorded since we last wrote, although no movements of importance have yet taken place. There was a slight run on Docks yesterday afternoon, and they jumped, after sales at 42 per cent premium, to 45, a number of shares changing hands at the last-named rate. However, buyers were soon tired out and the stock closed very weak with plenty of sellers at 44. So far as we have been able to ascertain, there has been no business done this morning. Chinese Insurance showed rather better buyers offering 305, without, however, inducing holders to sell. We traced one small lot of Hongkong Fires which changed hands at 975, and we quote this as the closing rate. Business to a very small extent was also done this morning in China Fires at the old rate, 285 per share. Steam-boats and Banks have not been enquired about; but Hotels are in demand at 113, and we fancy business may be arranged this afternoon at a slight advance on that rate. Sugars have been dabbled in at 160 per share, but there are still sellers who would be glad to close if offers were forthcoming. Other information will be found in appended list of quotations, corrected up to time of going to press.

Shares.

Hongkong and Shanghai Banking Corporation Shares—112 per cent premium, Sellers.

Union Insurance Society of Canton—

\$1,675 per share ex dividend.

China Traders' Insurance Company's Shares—\$1,600 per share.

North China Insurance Company—Tls.

1,125 per share.

Yangtsze Insurance Association—Tls.

830 per share.

Chinese Insurance Company, —\$305 per share, Buyers.

On Tai Insurance Company, Limited—

Tls. 150 per share.

Hongkong Fire Insurance Company Shares—\$975 per share, Sales.

China Fire Insurance Company's Shares—\$285 per share, Sellers.

Hongkong & Whampoa Dock Company's Shares—4 1/2% premium, Sellers.

Hongkong, Canton & Macao Steam boat Company's Shares—\$25 per share premium, Sellers.

China Coast Steam Navigation Company—Tls. 162 per share.

Hongkong Gas Company's Shares—

\$385 per share.

Hongkong Hotel Company's Shares—

\$113 per share, Buyers.

China Sugar Refining Company, Limited—\$160 per share, Sales.

China Sugar Refining Company (Debentures)—3 per cent premium.

Hongkong Ice Company's Shares—

\$127 1/2 per share, Sellers.

Hongkong & China Bakery Company Limited—\$50 per share.

Chinese Imperial Government Loan of 1878—1 1/2% premium, Ex Int.

Chinese Imperial Government Loan of 1881—3 1/2% premium.

Exchange.

On LONDON,—

Bank Bills, T.T., 3/8

Bank Bills, at 30 days' sight, 3/8

Bank Bills, at 4 months' sight, 3/9

Credits, at 4 months' sight, 3/9

Documentary Bills, at 4 months' sight, 3/9

On PARIS,—

Bank Bills, on demand, 4.67

Credits, at 4 months' sight, 4.79

On BOMBAY,—

Bank, T.T., 223

On CALCUTTA,—

Bank, T.T., 223

On SHANGHAI,—

Bank, T.T., 72

Private, 30 days' sight, 73

On FRIDAY, 7th October,—

For Amoy, per *Diamante*, at 11.30 a.m.

On SATURDAY, 8th October,—

For Saigon, per *Pernambuco*, at 4.30 p.m.

On FRIDAY, 14th October,—

For Kobo and Yokohama, per *Nigata Maru*, at 3.30 p.m.

On SATURDAY, 15th October,—

For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per *City of Peking*, at 2.30 p.m.

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 3, *Pei-ho*, French steamer, 2,073, Pasqualini Shanghai 1st Oct., General—Messageries Maritimes Co.

Oct. 3, *Fu-yew*, Chinese steamer, 920, Croad, Shanghai 30th Sept., General—C. M. S. N. Co.

Oct. 3, *Cleveland*, British steamer, 719 N. Harvey, Keelung 30th Sept., Coals—Jardine, Matheson & Co.

Oct. 4, *Chen-to*, Chinese gunboat, from Liye-moon.

Oct. 4, *Breconshire*, British steamer, Williams, Singapore 27th Sept., General—Adamson, Bell & Co.

DEPARTURES.

Oct. 3, *Hardwick*, British steamer, for Shanghai.

Oct. 3, *Mirzapore*, British steamer, for Europe, &c.

Oct. 3, *Cheang Hock Kian*, British str., for Singapore.

PASSENGERS.

ARRIVED.

Per *Fu-yew*, Chinese steamer, from Shanghai, 66 Chinese.

Per *Pei-ho*, French steamer, from Shanghai.—For Hongkong, Messrs. B. Carreaux, F. Pontiannel, Mr. and Mrs. Miranda, and 3 Chinese; for Saigon, Mr. Losvenbes; for Naples, Mr. Otto Anz; for Marseilles, Mr. F. Green.

DEPARTED.

Per *Cheang Hock Kian*, British str., for Singapore, 784 Chinese.

Per *Mirzapore*, British steamer, for Europe, &c.—From Hongkong for Southampton, Mrs. Windrum and 4 children, and Mr. W. Hudson. From Shanghai for Southampton, Messrs. Bernez, R. C. Wales, W. Harrison, J. Wilford, and 13 seamen.

TO DEPART.

Per *Hoogly*, American ship, for New York, 1 European.

Per *Emuy*, Spanish str., for Manila, Mr. Groenberg and 3 Chinese.

Per *Darlington*, British steamer, for Singapore, &c., 20 Chinese.

SHIPPING REPORTS.

The Chinese steamer *Fu-yew*, from Shanghai, reports left Shanghai on the 30th Sept., had light and moderate N.E. winds to Turnabout; thence to port had fresh N.E. monsoon and cloudy.

MAILS.

The following mails will close:

To-day, 4th October,—

For Hoihow and Haiphong, per *Brutus*, at 5 p.m.

To-morrow, 5th October,—

For Nagasaki and Yokohama, per *Malacea*, at 11.30 a.m. For Straits and Bombay, per *Geelong*, at 11.30 a.m. For Swatow, Amoy and Foochow, per *Thales*, at 5 p.m.

On Thursday, 6th October,—

For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondicherry, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar, per *Pelio*; for printed matter at 10 a.m., and letters at 11 a.m. For Bangkok, per *Danube*, at 5 p.m.

On Friday, 7th October,—

For Amoy, per *Diamante*, at 11.30 a.m.

On Saturday, 8th October,—

For Saigon, per *Pernambuco*, at 4.30 p.m.

On Friday, 14th October,—

Intimations.

TUITION IN THE FRENCH LANGUAGE,
by Monsieur LOUIS PIIRON, SEN.;
SINGING (CULTURE OF THE VOICE),
by Monsieur EUGENE PIIRON, JUN.,
44, Queen's Road.
Hongkong, August 30th 1881.

Hongkong Horse Repository.
LIVERY STABLES,
AND DAIRY.

J. KENNEDY,
PROPRIETOR.
Carriages of every Description
For Sale, or Hire.

To be Let.**TO LET.**

HOUSES at SPRING GARDENS.
Apply to

F. PEREIRA,
215, Wanchai Club.
Hongkong, 7th September, 1881.

TO LET.

A Large Room in a Family House,
a few seconds walk from the
Hongkong Telegraph Office.

Apply to
J. J. B.,
Office of this Paper.
Hongkong, 24th September, 1881.

For Sale.**FOR SALE CHEAP.****BOWLING ALLEYS.**

WITH BALLS, PINS, &c.
Complete.

The Alleys are 79 feet in length,
and were laid down about a year ago
at a cost of over \$600. They have
seldom been played on, and are in
splendid condition.

Will be sold a bargain.

Apply to
R. FRASER-SMITH,
Club Chambers.

Hongkong, 1st July, 1881.

FOR SALE.

A USTRALIAN WINES,
PORT AND SHERRY,
of the finest quality, from Coolatta
Vineyard, Brauxton, Hunter River,
N.S.W.

Apply to
R. FRASER-SMITH,
Club Chambers.

FOR SALE.**A TABLE**

Showing the mean time of Rising and
Setting of the Sun calculated for the
Latitude of Hongkong or any other
Latitude if required.

PRICE:—20 cents.

De Souza & Co.

FOR SALE.

A NGLO-CHINESE CALENDAR
FOR 1881.

NEATLY PRINTED ON CARD BOARD.

PRICE:—10 cents.

De Souza & Co.

FOR SALE.

W ASHERMAN'S BOOKS, for
the use of Ladies and Gentle-
men.—Price 50 cents.

DE SOUZA & Co.

Hongkong, 28th June, 1881.

JUST RECEIVED.

A SELECTED ASSORTMENT
of MENU CARDS, SEAT CARDS,
VISITING CARDS.

Apply to
De Souza & Co.

FOR SALE.**Price.**

Merchantile Directory of the
World, in 3 volumes, com-
prising the Continental, Fo-
reign and British Portions \$25.00

Grammatica Nacional de Aule-
te 0.75

Laws of Lawn Tennis 0.50

Manual da Historia Sagrada 0.40

Select Phrases in the Canton

Language 0.50

First Book of Reading Les-
sons: Part I 0.50

Part II 1.00

DE SOUZA & Co.

Hongkong, 15th June, 1881.

Intimations.

ECA DA SILVA & Co.

GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special lines in Fine and Plain
SATIN, SILK, AND GAUZE DRESSES.

A variety of Richly TRIMMED
COSTUMES, from the first houses
in Paris.

Elegant Dressing & Morning
GOWNS.

BATHING DRESSES in the latest
Style.

MUSLIN SILAWLS, CRAVATS,
and FICHUS.

An assortment of Fine FRENCH
CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW
HATS, in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every

description.

Silk and Lisle Thread STOCKINGS.

COLLARS and CUFFS in latest

Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.

Gentlemen's SILK and SATIN
SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Ar-
ticles suitable for presents, from the

Grand Magasins du Louvre.

Piesse & Lubin's, Celebrated
PERFUMES.

The most varied collection of Fancy
Goods in the Colony.

SHERRIES of the Finest Quality
at extremely low prices.

Note the address, 48, Queen's-road

Central.

Hongkong, 15th June, 1881.

N. M. KHAMISA.

Drapery Store, Nos. 8 and 10,

Peel-street,

HAS For Sale, ex recent arrivals,

European Goods.

Coloured Alpaca.

French Prints.

Coloured Flannels.

Pompadour Satin.

Crewel Work of latest fashion.

Tooth Brushes.

Andalusian Wool (all colours).

Infants' Christening Robes.

Ladies' Skirt Pleating.

Frilling, assorted kinds.

Children's White Washing Hats.

Carrying Cloaks.

Ladies' Costumes of the best quality

and latest designs.

Pale blue, pale pink, and cream Mill

Muslims.

Infants' Silk Bonnets.

Pale blue, and cream Book Muslins.

Ladies' Silk Hose—black, white, and

colored.

White Silk Mittens.

Ladies' striped Cotton Hoses.

Gentlemen's White and Balbriggan

Half-hose.

Gentlemen's, Ladies', and Children's

Gauze Singlets.

Silk Ribbons.

Stays and Silk Scarves.

French and Swiss Embroidery.

Gentlemen's White Linen Shirts and

Drawers.

Hair Brushes.

J. & P. Coates' Machine Cotton, 300

yards reel, and a lot of useful

articles for Ladies dresses, &c.

Indian Bed Quilts, Ladies Shoes,

Gutleben's Boots, Crimson Shetland

Shawls, and various kinds of Flannels.

&c., &c., &c.

Indian Goods.

Gentlemen's Smoking Caps.

Cashmere Shawls.

Cashmere Cloth for Ladies' Dresses.

Indian Jewellery, comprising Silver

Bangles, Neck-laces, Belts, &c.

Rampoore Chudur.

&c., &c., &c.

Chinese Goods.

Silk Crepe Shawls, Silk Hand-

kerchiefs, Scarves, &c., &c.,

Hongkong, 21st June, 1881.

AND

COMMISSION AGENT.

CLUB CHAMBERS, HONGKONG.

For Sale.

F. VINCENT,

No. 4, PEEL-STREET,

HAS For Sale ex late arrivals.

Cassis Di Dijon (Red Currant Wine.)

Sauterne Sec (quarts and pints).

Large Assortment of Clay Pipes from

Paris.

Sheeps Tongues.

Games Pies.

Chocolat Monier, fino.

" superior.

" surface.

" excellence.

" " Vanilla.

" superior "

" surface "

" excellence "

Fruit in Juice assorted from Bordeaux.

Bordeaux Claret in wood.

Dry Vegetables for Soup.

Fenard Butter, extra superior.

Chateau Lafite per doz. qts. \$11.00

Do. per 2 doz. pts. \$12.00

Chateau Larose per doz. qts. \$11.00

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Chateau Margaux per doz. qts. \$11.00

Do. per 2 doz. pts. \$12.00

Chateau Leoville per doz. qts. \$11.00

Do. per 2 doz. pts. \$12.00

St. Emilion per doz. qts. \$ 7.50

Daplessis Cottage per doz. qts. \$ 6.00

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Do. per doz. pts